

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE

Tuesday May 8, 2001  
MAG Offices, Saguaro Conference Room  
302 North First Avenue, Suite 200  
Phoenix, Arizona 85003

MEMBERS ATTENDING

Grant Anderson, Goodyear, Chairman  
B.S.B. Murthy for Andrew Smith, ADOT  
David Cano for Jim Badowich, Avondale  
Lloyd Page, Chandler  
\*Shane Dille, Gila Bend  
\*Bruce Ward, Gilbert  
Dan Sherwood  
Jim Ricker, Guadalupe  
Doug Pike, Litchfield Park  
Chris Plumb, Maricopa County  
Kevin Wallace, Mesa

Bob Senita for Glenn Cornwell, Paradise Valley  
\*Don Herp, Phoenix  
\*Burton Charron, Peoria  
\*Bob Ronzo, Salt River Pima-Maricopa  
Indian Community  
Aaron Iverson, Scottsdale  
Brian Pirooz, Surprise  
Larry Shobe, Tempe  
Manual Dominguez for Ralph Velez, Tolleson  
\*Jesse Mendez, Youngtown

\* Members neither present nor represented by Proxy

OTHERS PRESENT

Charles Hydeman, Goodyear  
Sarath Joshua, MAG

Steve Tate, MAG  
Paul Ward, MAG

1. Call to Order

The meeting was called to order by Chairman Grant Anderson at 1:40 p.m.

2. Approval of the April 10, 2001 Meeting Minutes

The April 10, 2001 meeting minutes were unanimously approved.

3. Call to the Audience and Stakeholders

No members of the public were present to address the Committee.

4. Transportation Programming Report

Mr. Stephen Tate gave a brief report on the April Transportation Review Committee (TRC) meeting and anticipated actions at the upcoming MAG Managers meeting. Among other topics, he noted that MAG would conduct Southwest, Northwest and Southeast area studies next year and that the TRC had formed a working group to review and to make recommendations concerning the

MAG programming process. He also noted that the May MAG Management Committee meeting agenda included an agenda item concerning the expansion of MAG voting membership to include members of the business community and communities that are in the urbanized area, but outside the boundaries of Maricopa County.

The Chairman expressed concern that the Street Committee had not been consulted concerning the decision to conduct the area studies. He noted and Mr. Chris Plumb confirmed that Maricopa County had in the last few years conducted both a Southwest and a Northwest area study. Mr. Tate stated that MAG had received requests to conduct the area studies from the affected MAG member agencies.

5. Report on the Status of Federally Funded Projects Programmed for Fiscal Years 2001 through 2003 and the Federal Fund Balances

Mr. Tate briefly went over the status report on federally funded projects and asked members to comment on their projects. Mr. David Cano noted that Avondale is currently reviewing consultant proposals for its 2001 project.

6. Interim Closeout of the MAG FY 2001 Federally Funded Program

Mr. Tate passed out two tables of projects and reported briefly on the interim closeout. He noted that information on current federal funds balances is not available, but that action had been taken by the TRC to recommend the deferral of all requested projects. Then referring to the two tables, he identified the projects that were recommended for acceleration into 2001. He also listed a number of projects that were expected to be reviewed for acceleration by the TRC at their June meeting.

7. Reprogramming Request

Mr. Tate passed out a letter from the City of Goodyear requesting that the FY 2006 Goodyear dirt road paving project on Queen Creek Road be replaced with another dirt road paving project. He noted that the Committee had reviewed the issue at the last meeting and that it had been the sense of the Committee that Goodyear should be allowed to replace the project.

Mr. Tate then asked Mr. Chuck Hydeman to explain the request. Mr. Hydeman indicated that the replacement project would improved system connectivity and carried similar or greater traffic volumes then the Queen Creek project.

Mr. Tate noted that the replacement project was twice as long as the Queen Creek project and initially the replacement project had been submitted as two separate projects each costing as much as the Queen Creek project.

Mr. Hydeman stressed that Goodyear could construct the replacement project for the \$450,000

programmed for the Queen Creek project and added that Goodyear already owned the right-of-way for the replacement project. Mr. Plumb concurred with Mr. Hydeman that the cost estimate was reasonable.

The Chairman expressed support for the Goodyear project, but stressed that if the Committee recommended the reprogramming request, that it should in the future severely question any future request for reprogramming the project due to cost issues.

The Committee voted unanimously to recommend that GDY06-205 Queen Creek Road from Riggs Road to one mile west be replaced with the project requested in the Goodyear letter.

8. Super Streets Recommended by the Governor's Vision 21 Task Force

Mr. Tate introduced Mr. Sarath Joshua of MAG staff and indicated that Mr. Joshua would report on technical issues related to the construction and operation of a super street system. He noted that the Governor's Vision 21 Task Force had recently developed a draft recommendation to establish a regional transportation authority in the MAG area to construct, maintain and operate a super street system to be superimposed largely on the MAG Roads of Regional Significance network.

Mr. Joshua presented a power point presentation and noted that it was based on a discussion with Vision 21 Task Force staff at a recent meeting of the MAG ITS Committee. In his presentation he noted that the objectives of the super street recommendation were to reduce traffic congestion, accommodate traffic demand and reduce travel times and to achieve these objectives the following changes to arterial streets in the MAG Roads of Regional Significance would be needed:

- a 6-lane cross section with a median
- an average operating speed between 50 and 60 miles per hour
- reduction in the number of left-turn arrows
- elimination of quarter-mile traffic signals
- restrictions on pedestrian crossings
- prohibition of bicycle use on super streets
- elimination of bus service on super streets
- restrictions of access to business property and neighborhoods

He added that the discussion with the Task Force staff had indicated that the proposed regional transportation authority would be responsible for traffic management on both the super street system and on the non interstate freeways in the MAG region. He went on to note that this was in conflict with ITS plans for "Smart Corridors" and expressed strong reservations concerning the safety and mobility impacts of the super street proposal.

Mr. Larry Shobe noted that the proposal was in conflict with the transportation objectives of Tempe – that Tempe was attempting to reduce traffic speeds and improve neighborhood access. The Chairman suggested that the proposal ignored issues concerning the relationship between land use and transportation.

Mr. Plumb noted that the County was interested in the concept of a regional transportation authority

and indicated that he would be giving a presentation on the subject at the next meeting of the Transportation Review Committee.

9. Adjournment

The meeting was adjourned at 2:22 p.m.